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HONGKONG, TUESDAY, JUNE 15, 1909.

日八廿月四年九百一第

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MEDICINE.**

The next session of the Hongkong College of Medicine, the fee for which is \$120 per annum, commences on Wednesday, 1st Sept. The preliminary examination begins on Tuesday, 17th August. The subjects prescribed for the preliminary examination are as follows:—
I. English, including Reading, Dictation, Composition, Grammar, Analysis; with questions on the general outlines of English History, and on the general outlines of the Geography of Europe and Asia, with special reference to Geography of China.
II. Latin, or Classical Chinese, or other Classical Language. (Grammar, and easy Translation from and into English).
III. Mathematics, comprising:—(1) Arithmetic, including vulgar and decimal fractions, Proportion, Percentages, Square Root, and Simple Interest; (2) Algebra, including Simple Equations and easy Quadratic Equations; and (3) Geometry, including the subject-matter of Euclid, Books I., II., and III., with easy Deductions.
IV. One Optional subject: Greek, French, German, a modern Chinese dialect, or other modern Language. (Grammar, and easy Translation from and into English).
The Oxford Local Examination certificates, Senior and Junior, are accepted as exemption from the Preliminary Examination pro tanto, i.e. except from examination on subjects passed in the Oxford Local Examinations.
Dr J. C. Thomson is the Secretary.

HAINAN NOTES.

(From Our Own Correspondent.)

Honow, June 10.
Yu-lin Bay in the South of Hainan has for some time been a fertile subject for rumours in Hoihow. First it was said that some foreign power had seized, or was preparing to seize it, as a naval station. Later a high official came down from Canton, with a deputy of the Viceroy; and it is now reported, they have come to look at the harbour, with the object of learning whether it is suitable for a Chinese Naval Southern Squadron, which it is proposed to form in the near future. This Yu-lin Bay is at the extreme south of Hainan, and is a small but beautiful land-locked harbour, with an entrance from the south, which itself affords an extensive anchorage during the northern monsoon. The Government could not find a better situation for a Naval base in all Hainan than this Yu-lin Bay.

We hear occasionally of the work of the Hainan Development Company. This Company consists of Singapore capitalists who have a concession from the Chinese Government for Hainan; and they are at work in the neighbourhood of Nodoo near the west coast, prospecting the tin and gold deposits in that region. We hear that they have discovered workable deposits of tin ore, and that they are preparing to develop them on an extensive scale. One part of the plan, is to build an automobile road from the mines to the west coast, and to run steam launches from there to Hoihow. It is reported that a practical English mining engineer who investigated this region for the Singapore Company, has reported that the Nodoo region is a veritable Klondyke for any one who will take out the gold deposits of the region. In the tin mines the gold found will, it is said, pay for the cost of working the mines; and the tin will be clear profit to the company. The region in which the mines are situated has been noted in Hainan for the turbulent character of its population. It is to be hoped that with the development of the mines, the Government will give every protection, so that the thieves and outlaws of the region may be kept from ruining the work of the company.
Hoihow has had more than the usual changes in its foreign community during the last few months. With the development of the scheme for improving the harbour there is probable an increase of the foreign population, and a further development in the trade of the port.

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Small Scale Map of Island, Channels and Kowloon Point, locating Docks, Railway, Green Island Cement Works, etc.
Copyright by K. A. MASSEY.
The above in cloth-bound case with pocket for Map, names (in English and Chinese with pronunciation) and location of principal Roads and Streets, Peak, City and Kowloon with Landward Traffic for Chair and Ricksha-hire. Price \$2.00. Map alone \$1.00. To be had from CHINA MAIL, SOUTH CHINA MORNING POST, KELLY & WALSH, BREWER & Co. and THOS. COOK & SON, Hongkong, May 20, 1909.

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Hongkong, May 15, 1909. 774

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Hongkong, January 9, 1909.

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DORABJEE AND SON.

NOTICE IS HEREBY GIVEN that the
Partnership which has for some time
past been carried on by DHUNJEEBOY
DORABJEE NOWROJEE and ISMAIL
PILAY MADAR as BAKERS in and
upon the premises known as the HONGKONG
BAKERY under the style of DORABJEE &
SON was this day dissolved by mutual
consent.

The said DHUNJEEBOY DORABJEE
NOWROJEE will continue to carry on the
said business as heretofore under the above
sign and name and will be responsible for
all the debts and liabilities of the Partner-
ship and he is authorized to collect all
outstanding accounts due to the Partner-
ship.

AS WITNESS our hands this Twelfth
day of June, One thousand nine hundred
and nine.

(sd.) D. D. NOWROJEE.

(sd.) I. P. MADAR.

WITNESS to the signatures of

Dhunjeeboy Dorabjee Nowrojee

and Ismail Pilay Madar.

(sd.) E. J. GEDGE,

Solicitor,

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NOWROJEE will continue to carry on the

said business as heretofore under the above

sign and name and will be responsible for

all the debts and liabilities of the Partner-
ship and he is authorized to collect all
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ship.

AS WITNESS our hands this Twelfth
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WITNESS to the signatures of

Dhunjeeboy Dorabjee Nowrojee

and Ismail Pilay Madar.

(sd.) E. J. GEDGE,

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MACAO NOTES.

(From Our Own Correspondent.)

MACAO, June 11

Triduan exercises were religiously carried

out by the devout of the Holy City prepa-

ratory to the Feast of Corpus Christi,

which was celebrated with fervent pomp

yesterday, at 10 a.m. His Lordship the

Bishop Dom Joao Paulino officiated at a

Pontifical High Mass in the Cathedral,

assisted by the Very Rev. Dean Baltho-

and Canon Arriaga, the Curé of the epis-

copal parish, with the whole body of clerical

clergies in attendance. The choir

service was rendered by the St. Cecilia

choir. By noon the holy ceremonies drew

to an end and the Bishop solemnly bestowed

on the faithful the Papal Benediction.

All day long, from the close of the Mass

the Blessed Sacrament was exposed for

public adoration on a specially laid out

altar in the church. In the evening after

the concluding masses had ensued Holy

Vespers, the universal favour of the reverend

clergy was visibly testified by a con-

gregation which swarmed about the three

great doors and overflowed into the aisles.

Below the dome of honour occupied by His

Excellency the Governor, Sr. Roques,

stood the A. D. G. Lieut. Dias and his Staff

Officers. In parallel ranks over by the steps

leading from the nave were the Consular

body, the President and Senators of the

Camera, naval and military officers and civil

authorities. At 6.30 p.m. the Holy Euchar-

ist was solemnly celebrated by the Bishop

in a costly monstrance was carried by

the Bishop in procession round the

quarantadjoining the Cathedral. Thunders

waited fragrant clouds through the long

files of miniature chorists and surpliced

chorists who were followed by the red-

cloaked brethren of the Confraternity of

the Holy Sacrament. Round about the

miter bearer of the Sacred Vail, the glitter-

ing splendor of jewelled rank and military

array enhanced the subdued beauty of the

canonicals. A guard of honour 100 strong

under Captain Canavarro marched rearward

to the imposing cortege which proceeded to

the strains of the military brass. Two

salutes of 21 guns each were delivered at

distinct intervals from the Monte Fort

while chimas tolled soberly throughout.

When celebrant and faithful were

recombined within the sacred precincts a

short sermon by the Rev. Canon Arriaga

closed the sacred function.

Our Civic Fathers are in a sorry plight

over the protracted ebb in the municipal

revenues. At writing, the salaries of the

school masters are six months overdue

while senior servants of the Camera have

had to put up with half-pay for May. To

cap the dilemma owners of public rickshaws

are clamouring in unison with other

licensees for reduced rates, as the slow but

steady exodus of well-to-do patrons has

given honest players of the vehicle no end

of ado to 'make both ends meet' and has

thrown owners in a quandary.

Dr. Camil's Pensativa, the solicitor, has

been granted to the chair of Chinese His-

tory at the Instituto Commercial.

A fresh attempt is being made to dispose

of the Chim Fu Pio and Vassago lottery

monopolies. Verbal tenders will be ad-

judged on 5th July, at the Revenue office

and the agreement is to run for five years

(till 14th July, 1914, on slightly improved

conditions. The grantees of the former

concern will be given first option for the

latter tender and the successful tenderer

is only required to disburse a sum of \$2000,

when the same individual holds both

monopolies, in the event of Vassago draw-

ings taking place, to wit, 'only when

Examinations are held in Canton.

It is inspiring to read in the Home

papers to hand how the Lisbon Press took

up the cudgels on behalf of this forlorn

Colony on receipt of the wire which was

sent to the Minister for the Colonies and

to other parties on 5th ult., in pursuance

of the resolution adopted at the mass

meeting held at the Town Hall on 3rd

ult. It is forthwith edifying also to

learn of the immediate resolute measures

adopted by the ministry, the members

of which, I recently said, were all

competent managers, barristers, the Premier,

St. Venustian de Lima, an erstwhile

Minister of Foreign Affairs who, by the

way, was never averse to the Colony's well

being. Macao while clinging to the last

straw to evade extinction has virtually made

a bold bid for commercial pre-eminence;

and as the present outlook is unflinching

us into a more resolute phase, it is

hopefully bide our time and trust we have

seen the last of dissipated regimes which,

like the last, culminated in a melee where

tables and chairs were smashed and the

broken pieces used as clubs in the free-

for-all fight that shall mark the last ending

of the late Cabinet at the Cortes. When

the fateful cablegram reached Home,

instant instructions were wired to General

Machado, who happened to be away in

London at the time, to return and proceed

forthwith to his mission in China.

Another wire was directed to the Por-

tuguese Minister at Peking to expedite the

negotiations touching the Canton-Macao

Railway, while Macao was authorized to

push forward the harbour improvements as

POWELL'S

NEW GOODS.

FINE QUALITY
ZEPHYR SHIRTS.

CASHMERE AND LISLE

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ELEGANT. SMART.

NECKWEAR
IN LARGE VARIETY.

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Merry
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OPERA CO.

30-NIGHT TO-NIGHT!

JUNE 15th.

A WALTZ DREAM.

FULL ORCHESTRA.

21.....BALLET.....24.

Plan of Seats at MOUTRIE & CO.

PRICES.....\$3, \$2 & \$1.

A late Train will run to the Peak after

performances.

Hongkong, June 11, 1909.

VICTORIA

CINEMATOGRAPH

GREAT SUCCESS.

of the Celebrated Artists

SISTERS COLLINS

Favourites of the Australian

Vaudeville.

SISTERS COLEMAN.

MATINEES

SATURDAYS & SUNDAYS, at 4 P.M.

Hongkong, March 4, 1909.

ALEXANDRA

CINEMATOGRAPH

2, ZETLAND STREET.

UNDER NEW

MANAGEMENT

WILL REOPEN LATER

IN THE SEASON.

Hongkong, January 26, 1909.

MERRYWEATHER'S

"UNIVERSAL"

HAND POWER PUMP

With Metallic Cistern and

Gun-metal Pumps.

For Watering Plantations, Pump-

ing, Liquid Manure, Emptying

Ponds and Draining Land, Filling

Tanks and Reservoirs and General

Pumping purposes.

Largest variety of High-class Tools

in the World.

Merryweather & Co., Ltd., London, E.C.

SOLE AGENTS: H. PRICE & CO., Ltd., 111, Queen's Road, Hongkong.

111

To Keep in Touch

With Home.

BUY A

VICTOR TALKING
MACHINE.

A STOCK OF OVER

200 MACHINES

AND

10,000 RECORDS

TO SELECT FROM.

EASY PAYMENTS

CAN BE ARRANGED.

S. MOUTRIE & CO., LD.

Hongkong, April 16, 1907.

A. S. WATSON

& Co., Ltd.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EX-

CELLENCY THE GOVERNOR

WATSON'S

Household

Ammonia.

For the Bath, Toilet and

Household.

Promotes a healthy action of the skin

counteracts all effects of perspira-

tion, and is as refreshing and invig-

orating to the system as a Turkish

Bath.

WATSON'S

Carbolic Soaps

Highly recommended by

the Medical Profession

in three strengths, containing 5% 10% and

20% of pure carbolic acid.

WATSON'S

ORIENTAL

Turkish Bath Salt

Softens the water, and imparts a deli-

cious fragrance to the skin.

A. S. WATSON & CO.,

LIMITED.

THE HONGKONG DISPENSARY

AND KOWLOON DISPENSARY.

WEEKLY NEWS

FOR HOME

The Overland China Mail

FULL REPORT

LATEST INTELLIGENCE

Order color you leave so you may receive

it while at Home.

THE CHINA MAIL, Ltd.

1, Wyndham Street.

THE CITY OF PARIS.

A. PEDDER STREET.

PHONE No. 536.

CHEAP SALE

20 %

OFF EVERYTHING.

BIRTH.

STEWART.—On June 8, at the Maternity

Hospital, Singapore, the wife of Mr. E. A.

STEWART, of a son.

MEMOS FOR TO-MORROW.

Miscellaneous

Goods per Sanku Maru not cleared

on this date subject to rent.

General Memoranda.

THURSDAY, June 17.—

5 p.m.—Auction of Valuable Postage

Stamps at Mr. G. P. Lammer's sales

rooms.

9.15 p.m.—Open Air Concert at the

Cricket Club's Ground.

Goods per Togo Maru undelivered at

noon on this date subject to rent.

Goods per Brazil undelivered after this

date subject to rent.

Goods per Japan undelivered after 4

p.m. this date will be loaded.

SATURDAY, June 19.—

Noon—Auction of 7 Painter Pups at Mr

Geo. P. Lammer's Sales Rooms.

MONDAY, June 21.—

Goods per Malaga undelivered after

this date subject to rent.

Goods per Malia not cleared at 4 p.m.

on this date subject to rent.

WEDNESDAY, June 23.—

3 p.m.—Auction of Valuable Leasehold

Property, at Mr. Geo. P. Lammer's

Sales Rooms.

The China Mail.

HONGKONG, TUESDAY, JUNE 15, 1909.

THE WHITE METAL AND THE

YELLOW PERIL.

MR. MORETON FREW, the well-known

English economist, has a rather

alarmist article in the North American

Review in which he draws attention to

the latest developments of the silver

question and their probable result upon

European and American commerce.

The late Mr. Speaker Ryan, of the

American House of Congress, once

declared that he foresaw the time when

"the yellow man with the white

money, might, commercially speaking,

cut the throat of the white man with

the yellow money." It is not too much to

summing up of the situation but at the

time when it was uttered most people

laughed at the witticism, not detecting

the profound basis of wisdom un-

derlying the facetious words. Europe

and America had made up their minds

to demonize silver and to go about

their work with the aid of gold alone.

The bimetalists became a gradually

decreasing quantity in the body

politic and their voices, though never

quite stifled, ceased to vex the dull ear

of the drowsy nations obsessed with the

idea that salvation had been achieved

by monometallism. But Mr. Moreton

FREW now comes along and seeks to

arouse the dreamers by telling them

that the peril to both England and

America which the silver-using Orient

presents was never more acute than

now, since in the past twenty months

the gold price of silver has fallen sixteen

cents an ounce. This means, he says,

an increase of 30 per cent. in the

premium which the silver countries of

Asia (with their 800,000,000 of inhabi-

tants) must pay for the gold with which

they buy the goods of the gold standard

communities. And this, says Mr.

FREW, spells conditions "perilous,

perhaps even fatal, to our Western

civilizations." For while in England

and America both wages and the cost of

living have been steadily climbing, in

Asia neither of these factors measured

in silver, has changed during the last

thirty years. As another has put it,

"the yellow races with white money—

money cheapened by white legislation—

hold us industrially at their mercy." Mr.

FREW explains the situation in some

detail.

"For two thousand years and more,

the Asiatic has absorbed silver. His

'divine hunger' is for that metal; it

represents his labour, his capital, his

conditions of work and sacrifice. Thus,

when silver and the silver exchanges

fall, then for every Asiatic desiring to

buy our goods, gold and our gold prices

have automatically advanced and his

power to purchase from us is propor-

tionately reduced. Since 1896, owing to

the metallic inflation of our currencies

occasioned by the abundance of the

new gold supplies, gold prices (and

wages) in the West have been rising

with unexampled rapidity, while silver

prices and wages in the Orient have

slightly receded. This price condition

must of itself greatly contract the

purchasing power of the Asiatic, from

gold-standard countries; but, when to

this is added the fact that there has

been also an unprecedented fall in the

exchange value of his money, a fall of

almost 30 per cent. in the past twenty

months, is it wonderful that our export

trade to Asia should be in a state of

collapse and that the 'open door' of

Asia is now a door that opens only

outward?

"Only thirty-five years ago the

Hongkong Exchange on London was

four shillings and twopence; to-day it is

one and ninepence. Let me translate

this statement from its financial

vernacular for the man in the street.

A few years ago, then, when a China-

man wanted to buy English cottons, he

bought ten sovereigns—that is, a bill

of exchange for ten pounds on London,

with thirty-one of his silver taels.

To-day, while his labour and his pro-

ducts bring him no more taels than in

1863, he must give seventy-seven taels

for this same bill of exchange for ten

pounds. Is it any wonder then that

notwithstanding the splendid efficiency

of the American railroad service to the

Pacific and America's lines of well-

equipped steamships, yet American

exports to the Orient languish—so that

San Francisco and Seattle, Portland and

Vancouver, which should be emporiums

for a vast growing trade with Asia,

must content themselves with a mere

coastwise business. Such then is the

position; to each fresh fall in silver as

by an electric contact the manufactur-

ing activities of Asia respond; we have

seen the mills in Bombay and the

Engli, the boot-mills of Cawnpore, a

thousand scattered factories throughout

China and Japan fostered into

profitable life by lower and ever lower

exchanges. It is not too much to affirm

that in thirty years England has seen

the entire character of her trade with

Asia revolutionized. The honours of her

great merchant princes who formerly

imported into Asia the fabrics of Eng-

land and of Europe are largely in

liquidation or have now become ex-

porters instead of importers.

"In 1873, the sovereign was worth in

exchange with China about three taels,

and three taels then paid for one day

the wages of twenty-five Chinamen; but

now the sovereign is worth nearly eight

taels, and wages being no higher, the

sovereign exchanged into the currency

of China now pays the wages for one

day of sixty Chinamen. Is there any

doubt that American capitalist captains

of industry will, in the next few years,

take advantage of such exchange condi-

tions? It is well known that in the

Chinese province of Shansi there are

vast beds of coal and iron ore as in

Alabama in close proximity; that region

is an ant-hill of wild, unorganized

labour, which will be as potent a day

to the hand of a modern trader as it

requires little imagination to foresee that

SOCIAL AND PERSONAL.

Lieut. A. O'Grady, 78th Co. R.O.I., has

arrived from Singapore.

The youngest son of Capt. W. H. Lamb,

of the C. M. S. N. Co., has left Shanghai,

where he was born, to study for the

Ministry at Worcester College, in the

United States.

A Constantinople telegram states that all

questions between the Porte and the

Oriental railway have been satisfactorily

settled. The forty-two million francs paid

by Bulgaria to Turkey for seizure of the

Oriental Railway has been divided between

the Porte and the railway company.

By amalgamation and retrenchment in

the public service the Government of New

Zealand has already effected a saving of

£187,000. Changes are to be made involv-

ing a total saving of £250,000 per annum.

The total expenditure of the Colony, in-

cluding debt charges, is about £3,000,000.

The Appeal court has considered the

appeal of M. Lepukhin, formerly chief of

St. Petersburg Police who was sentenced

to five years' penal servitude for conspiring

against the State by betraying the police

spy Azeff to the revolutionaries. The

Court commuted the sentence of penal

Shipping

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	THROUGH	TO SAIL ON	REMARKS
BOMBAY & ANTWERP	POONA	About 16th June	Freight only.
SHANGHAI, MOJI, KOBE	MAITA	Noon, 16th June	Freight and Passengers.
SHANGHAI	ASSAYE	About 21st June	Freight and Passengers.
LONDON, via Usual Ports	DEVANHA	Noon, 26th June	See Special Advertisement.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec (Subject to alteration).
From Hongkong: EMPRESS OF CHINA, SATURDAY, JULY 3RD.
From Quebec: EMPRESS OF IRELAND, FRIDAY, JULY 30.

EMPRESS OF INDIA, WEDNESDAY, JULY 14TH.
EMPRESS OF BRITAIN, SATURDAY, JULY 24TH.

EMPRESS OF AUSTRALIA, SATURDAY, AUGUST 14TH.
EMPRESS OF AUSTRALIA, FRIDAY, AUGUST 20.

Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train, and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by the Canadian Pacific direct line) \$21.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.
Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL

HENRIK, 4578, STEADWELL, June 18th, 1909.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and Japan Steamship Points. For through rates of Freight and further information, communicate with or apply to:

S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For SHANGHAI, KOBE and YOKOHAMA, ARMAND BEHIC, LAPORE, June 21, p.m.

For MARSEILLES, via PORT SAID, SYDNEY, RENOUF, June 22, at 1 p.m.

For SHANGHAI, KOBE and YOKOHAMA, CALEDONIE, BRUNO, July 5, p.m.

For MARSEILLES, via PORT SAID, TOURANE, LASCAR, July 8, at 1 p.m.

TRANSHIPMENT on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interceptors meet passengers on their arrival in Marseilles.

For further particulars, apply to:

P. de CHAMPORIN, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE, HAMBURG.

FAST-ASIATIC FREIGHT SERVICE.
REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAIT AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

Taking Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG

Outward: For Shanghai, Yokohama & Kobe, S.S. SGOVIA, 22nd June, 2nd July.

For Havre & Hamburg, S.S. RENEGAMBIA, 21st June, 28th June.

For Antwerp, Rotterdam & Hamburg, S.S. SGOVIA, 28th June, 1st July.

For Bremen & Hamburg, S.S. SGOVIA, 1st July, 8th July.

For Bremen & Hamburg, S.S. SGOVIA, 8th July, 15th July.

For Bremen & Hamburg, S.S. SGOVIA, 15th July, 22nd July.

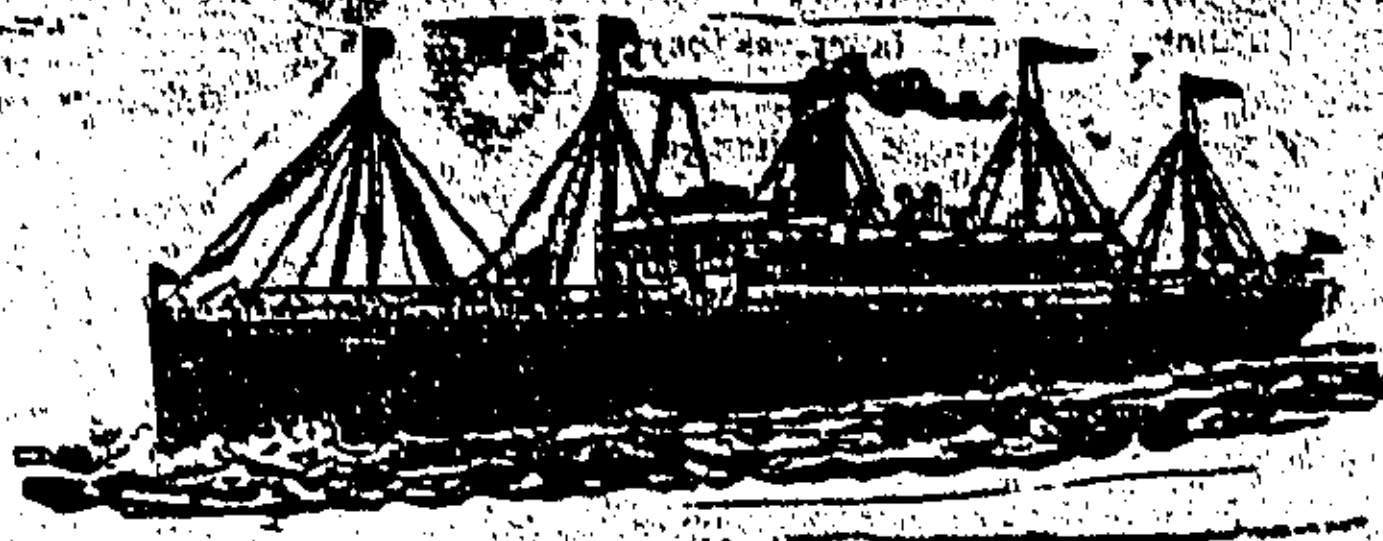
For further particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, June 15, 1909, 12.30 p.m.

Shipping

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	SAILING DATE	1909
TENYO MARU	12,000 Tons	SATURDAY, 19th June, at Noon.
KOREA	18,000	TUESDAY, 26th June, at Noon.
NIPPON MARU	11,000	SATURDAY, 10th July, at Noon.
SIBERIA	18,000	SATURDAY, 17th July, at Noon.
CHINA	10,300	TUESDAY, 27th July, at Noon.
MANCHURIA	17,000	SATURDAY, 31st July, at Noon.
CHIYU MARU	11,000	SATURDAY, 7th Aug., at Noon.

* Twin Screw. * Triple Screw Steamer.

The S.S. MONGOLIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on TUESDAY, June 15th, at Noon.

Fares: Hongkong to London £71. 10. 0, including Berth and Meals across America.

INTERMEDIATE SERVICE.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

China.....10,200 Tons TUESDAY, 27th July, at Noon.

Hongkong to London, via Canadian Atlantic Port...£43.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Company, KINO'S BUILDING (opposite Blake Pier).

A. SILVERSTONE, Agent.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATE, 1909.

MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

SADOMARU, Capt. Geo. Anderson, Tons 6500, WEDNESDAY, 23rd June, at Daylight.

BINGO MARU, Capt. A. Christensen, Tons 6500, WEDNESDAY, 7th July, at Daylight.

VICTORIA, B.C. & SHANTUNG, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU AND YOKOHAMA.

SHINANO MARU, Capt. K. Kawa, Tons 6500, TUESDAY, 22nd June, at 4 p.m.

TANGO MARU, Capt. S. Ishikawa, Tons 8000, TUESDAY, 6th July, at 4 p.m.

NUMANO MARU, Capt. N. Matheson, Tons 8000, FRIDAY, 9th July, at Noon.

YAWATA MARU, Capt. T. Sekine, Tons 5000, FRIDAY, 9th July, at Noon.

YOSHIO MARU, Capt. R. Kim, Tons 4500, THURSDAY, 17th June, at 5 p.m.

MISHIMA MARU, Capt. A. E. Moss, Tons 8500, FRIDAY, 25th June, at 5 p.m.

AWA MARU, Capt. A. Keith, Tons 8500, WEDNESDAY, 7th July, at Noon.

YAWATA MARU, Capt. T. Sekine, Tons 5000, THURSDAY, 17th July, at Noon.

YETOROFU MARU, Capt. K. Soyeda, Tons 4500, THURSDAY, 17th July, at Noon.

* Omitting Shanghai. * Cargo only. * Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GEN. A. MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000 Tons Passenger Steamers will be despatched from Hongkong as follows:-

Hirano Maru (Capt. H. Fraser) About Wed., 30th June.

Kamo Maru (Capt. F. L. Sommer) About Wed., 28th July.

Mishima Maru (Capt. A. E. Moss) About Wed., 25th Aug.

Atsuta Maru (Capt. Wm. Thompson) About Wed., 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st class \$120 \$110 \$100 \$90.

2nd class \$80 \$70 \$60 \$50.

With option of Rail between calling ports in Japan.

For further particulars, apply to T. KUSUMOTO, Manager.

HEAD OFFICE: SHIMIZU, KOBÉ, JAPAN.

BRANCHES: NAGASAKI, SHIMIZU, YOKOHAMA, JAPAN AND HONGKONG.

CABLE ADDRESSES: MIYASAKI, applying to Hong Kong & Shanghai Branch.

YUTAKA, applying to Hong Kong & Shanghai Branch.

A. B. C. Hong Kong Office.

The Head and Branch Offices will receive any Order for JAPAN COALS.

Y. KURO, Manager, Hongkong, 4th Floor, No. 1, DORNBACH ROAD.

COUNT OKUMA AND DR. MORRISON.

Captain Brinkley, editor of the Japan Mail, has made the following statement in the columns of his paper:—Certain journals have published a misleading version of remarks said to have been made by Count Okuma to Dr. Morrison at an interview which took place in the former's residence on the 27th ult. By these authorities Count Okuma is quoted as having denied the thoroughness of the Times' correspondent's knowledge of Chinese character, and as having charged the Chinese with duplicity which rendered it extremely difficult to fathom their purposes or to deal with them diplomatically. Count Okuma did nothing of the kind. We speak from direct knowledge when we affirm that his Excellency neither challenged Dr. Morrison's insight into Chinese character nor attributed to the Chinese any exceptional measure of guile. The sole difference of opinion between the Western statesman and the Peking correspondent was that Count Okuma, while admitting the high capacity of the individual Chinese, questioned his ability to work in combination on a joint-stock basis, whereas Dr. Morrison adduced the case of railways, of mines, and of the maritime carrying trade to prove that co-operation for business purposes is quite within the range of Chinese moral qualities. This is not the first occasion on which Count Okuma has been seriously misquoted, but in the previous instance his critics insisted on preferring the evidence of the reporters to the Count's own subsequent denials. The writer of this note, however, was present at the interview on the 27th ultimo and can most distinctly affirm that the hearsay reports which have been published are erroneous.

NOTICES TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

THE STEAMSHIP MATOPPO.

Captain DORLAND, having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 21st inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected. In consequence of the steamer having grounded in the Suez Canal Consignees must sign a General Average Bond before Bills of Lading will be countersigned by SHAW, TOMES & CO., AGENTS.

Hongkong, June 14, 1909. 777

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNMENT OF CARGO per Steamship TENYO MARU.

The above named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after MONDAY, June 14th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. All Cargo undelivered on THURSDAY, June 17th, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's office in their Bill of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

Consignment of Cargo per Steamship TENYO MARU.

The above named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

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Consignment of Cargo per Steamship TENYO MARU.

The above named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after MONDAY, June 14th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. All Cargo undelivered on THURSDAY, June 17th, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's office in their Bill of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

Consignment of Cargo per Steamship TENYO MARU.

The above named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after MONDAY, June 14th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. All Cargo undelivered on THURSDAY, June 17th, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's office in their Bill of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

Consignment of Cargo per Steamship TENYO MARU.

The above named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after MONDAY, June 14th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. All Cargo undelivered on THURSDAY, June 17th, 1909, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's office in their Bill of Lading for countersignature, and to take immediate delivery of their cargo from alongside.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	THROUGH	TO SAIL ON	REMARKS
SINGAPORE, PENANG, KUPANG	AMARA	WEDNESDAY, June 16, at 3 p.m.	
SAMARANG AND SOERABAYA	MAUSANG	THURSDAY, June 17, at 4 p.m.	
SHANGHAI	YUNSHANG	FRIDAY, June 18, at 4 p.m.	
SINGAPORE, PENANG, KUPANG	YUNSHANG	FRIDAY, June 18, at 4 p.m.	
SHANGHAI	TUNGSHING	SATURDAY, June 19, at Noon.	
MANILA	LOONGSANG	FRIDAY, June 19, at 4 p.m.	

RETURN TOURS TO JAPAN, Occupying 24 days.

THE steamers Katsura, Naniwa and Yodoko leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements, and are fitted throughout with Electric Light. A fully qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of L

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Colombo	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at LONDON (1 day later)
DEVANHA 8000	June 26	CHINA 8000	July 31	July 30
ASAYE 7500	July 10	MACDONALD 10500	Aug. 7	Aug. 13
DELTA 8000	July 24	MOLDAVIA 8500	Aug. 31	Aug. 27
DELTA 8000	Aug. 7	MANTUA 11000	Sept. 4	Sept. 10
DELTA 8000	Aug. 21	MONGOLIA 9600	Sept. 18	Sept. 24
DELTA 8000	Sept. 4	MARMORA 10500	Oct. 2	Oct. 8
DELTA 8000	Sept. 18	MOREA 11000	Oct. 16	Oct. 22
DELTA 8000	Oct. 2	MOLTAN 10000	Oct. 23	Nov. 4
DELTA 8000	Oct. 16	INDIA 8000	Nov. 11	Nov. 18
DELTA 8000	Oct. 30	CHINA 8000	Nov. 25	Dec. 2

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due at London
POONA 8000	June 16	August 1
NAMUR 7000	June 30	August 15
SIMLA 6000	July 14	August 29
MALTA 6000	July 28	September 12
SARDINIA 6500	Aug. 11	September 26
SYRIA 6700	Aug. 25	October 9
SUMATRA 5000	Sept. 8	October 23
BORNEO 4600	Sept. 22	November 6

These steamers call also at Singapore, Penang, Colombo, and at Malta, Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, apply to

E. A. HEWITT,
Superintendent.THE EASTERN & AUSTRALIAN MAIL SERVICE.
TO AUSTRALIA.MAIL SCHEDULE.
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE EASTERN	June 28.	23rd June, at Noon. 21st July, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
SAFRO	2540	R. Bodger	Manila	SATURDAY, June 19, at Noon.
RUBI	2540	R. W. Almond	Manila	SATURDAY, June 26, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON & NEW YORK, VIA PORTS AND SUEZ CANAL.
WITH LIBERTY TO CALL AT THE MALABAR COAST.

ST. PATRICK. To be followed by
About 13th July, 1909.
For Freight and further information, apply to
SHEWAN, TOMES & CO.
General Agents.
Hongkong, May 21, 1909.

Shipping

OSAKA SHOSHEN KAISHA.

INAUGURATION OF NEW TRANS-PACIFIC LINE.

REGULAR SERVICE.
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route).
Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Prop. red. sailings from HONGKONG for TACOMA, via Shanghai and Japan, (Intermediate Ports of call: Regular—Shanghai, Moji, Kobe and Yokohama. Occasional—Manila, Keelung, Yokohama, Shimizu, Seattle and Victoria, B.C., (Subject to Alteration).)

Newly built Steamers. Tons. Captain. Sailing Date.
TACOMA MARU 6,175 (gross reg.) on Saturday, 3rd July
SEATTLE MARU (already launched) and 4 other new sister ships to follow.

The steamers have fair speed; special up-to-date appliances for cargo working, and best adapted rooms for carrying silk, treasure and parcels. Special attention given towards express connection. Superior accommodation for steerage passengers situated amidships, and a limited number of Cabin passengers carried at low rates. Electric Light and Steam heated.
For further information, apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

Hongkong, June 1, 1909. T. ARIMA, Manager.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-CLASS, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

STEAMSHIP	FOR	LEAVING
HAIMON	SWATOW.	WEDNESDAY, 16th June, at 2 p.m.
HAIVANG	SWATOW, AMOY & FOCHOW.	FRIDAY, 18th June, at 2 p.m.
HAICHING	SWATOW, AMOY & FOCHOW.	TUESDAY, 22nd June, at 1 p.m.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1908.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of June.	SHANGHAI	Second half of June.
TJIKINI	JAVA	Do.	JAPAN	Do.
TJILATJAP	JAPAN	Do.	JAVA	Do.
TJIMAHU	JAVA	First half of July.	SHANGHAI	First half of July.
TJILWONG	JAPAN	Do.	JAVA	Do.
TJIBODAS	JAVA	Second half July.	JAPAN	Second half July.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
YORK BUILDINGS, 1st Floor.

JAVA-CHINA-JAPAN LIJN.
TELEPHONE No. 375.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship
MINNESOTA.

25,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain CHAS. AUSTIN. MONDAY, 2nd August, at Noon, 1909.
Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS—Saloons and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
Trans-Pacific Cable passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For particulars of conditions, rates, and passages, apply to the Agents at Yokohama, Kobe and Nagasaki, and to the Agents at Hong Kong and Shanghai.
For further information, apply to
NIPPON YUSEN KAISHA, Agents.

Shipping

IMPERIAL GERMAN MAIL LINE.
NORDDDEUTSCHER LLOYD. BREMEN.
STRAIT FOR
SHANGHAI, TSINGTAI, NAGASAKI,
KOBE AND YOKOHAMA.

THE Steamship
YOROK, Captain J. RAN ERMANN, will leave for the above ports on or about WEDNESDAY, the 16th instant.

For further particulars, apply to
NORDDDEUTSCHER LLOYD,
MEIJOERS & CO.
General Agents,
Hongkong, June 14, 1909.

AUSTRIAN NAVIGATION COMPANY.
STEAM TO
SHANGHAI, YOKOHAMA AND
KOBE.

THE Co.'s Steamship
PERSEA, Captain BARON, will leave for the above ports on FRIDAY, the 18th inst., p.m.

This steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
SANDER, WILHELM & CO.,
Agents,
Princo's Building,
Hongkong, June 11, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
JAPAN, Captain J. G. OLIVER, will be despatched for the above ports on SATURDAY, the 19th inst., at Noon.

This steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly qualified Doctor and Stewardess.

RETURN TOURS TO JAPAN. (Occupying 24 days).
Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) Moji to Hongkong providing a stay at 5 to 6 days in Japan.

Return tickets are available by the Indo China Steam Navigation Co.'s Steamers.
Fares for round trip \$120.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, June 10, 1909.

FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVANHA, Captain W. HAYWARD, S.M.R., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, Aden, Passengers and Mails, on SATURDAY, the 19th June, 1909, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship China, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Himalaya, due in London on the 8th August, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, June 12, 1909.

AUSTRIAN NAVIGATION COMPANY.
STEAM TO
SHANGHAI, YOKOHAMA AND
KOBE.

THE Steamship
LUETZOW, Captain C. DEWITZ, will leave on FRIDAY, the 18th inst., at 10 a.m.

NORDDDEUTSCHER LLOYD,
MEIJOERS & CO.,
General Agents,
Hongkong, June 14, 1909.

COMPAGNIE DES MESSENGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
ARMAND BEHIO, Captain LAROT, will be despatched for the above ports on or about MONDAY, the 21st instant.

P. DE CHAMPMORIN,
Agent,
Hongkong, June 14, 1909.

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVANHA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-
From London, etc. ex a.s. Macedonia.
From Australia, ex a.s. India.
From Calcutta, ex a.s. Nile.
From Persia, etc. ex a.s. B.S.N. and B. & P.S.N. Co.'s steamer.

Optional goods will be landed here under instructions are given to the contrary before 6 Hours.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to return to the ship.

No fire insurance will be effected by us in any case whatsoever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, June 9, 1909.

THE COMMERCIAL LAW OFFICE.
ING CHINESE.

With Special Reference to
PARTNERSHIP REGISTRATION
BANKRUPTCY LAWS
HONGKONG.

Reprinted from the (China Mail).
For Sale at the China Mail Office
at 5, Wyndham Street.
Hongkong, April 14, 1909.

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.
THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Sakiko Maru' (2,877 tons each) as follows:-

NORTH-BOUND.
Leave—Shanghai (Steamer) Thursday
Arrive—Dairen (Train) Saturday
Lv. —Mukden (Train) Sunday
Lv. —Changchun (Train) Monday
Lv. —Harbin (Russian Train) Tuesday

Connecting at Harbin with State Express for Moscow. Wagon-Like Press for Moscow. State Express for St. Petersburg.

SOUTH-BOUND.
Leave—Harbin (Russian Train) 9 a.m.
Arrive—Changchun (Train) 8 p.m.
Lv. —Mukden (Train) 7 p.m.
Lv. —Dairen (Train) 2.10 a.m.
Lv. —Shanghai (Steamer) 12.30 p.m. afternoon.

Connecting at Harbin with State Express from St. Petersburg. State Express for Moscow. Wagon-Like Press from Moscow.

* Russian Train time is 25 minutes earlier than S.M.R. time.

TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. 'Yamato') at Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Neuchang Depots.
SOUTH MANCHURIA RAILWAY COMPANY, Dairen.
Tel. Add. 'Manchu' Codes: A.B.C. 5th Ed., A1 & Lieber's.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS
BANKERS, etc.

HEAD OFFICE.—LUDGATE CIRCUS, LONDON, E.C.
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:
18, DES VOEUX ROAD, Hongkong.
Japan Office:
14, WATER STREET, Yokohama.

Hongkong, April 4, 1908.

Shipping.

IMPERIAL GERMAN MAIL LINE.
NORDDDEUTSCHER LLOYD. BREMEN.

FOR EUROPE
THE Steamship
LUETZOW, Captain C. DEWITZ, will leave on FRIDAY, the 18th inst., at 10 a.m.

NORDDDEUTSCHER LLOYD,
MEIJOERS & CO.,
General Agents,
Hongkong, June 14, 1909.

COMPAGNIE DES MESSENGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
ARMAND BEHIO, Captain LAROT, will be despatched for the above ports on or about MONDAY, the 21st instant.

P. DE CHAMPMORIN,
Agent,
Hongkong, June 14, 1909.

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DEVANHA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-
From London, etc. ex a.s. Macedonia.
From Australia, ex a.s. India.
From Calcutta, ex a.s. Nile.
From Persia, etc. ex a.s. B.S.N. and B. & P.S.N. Co.'s steamer.

Optional goods will be landed here under instructions are given to the contrary before 6 Hours.

Goods not cleared by the 15th inst., at 4 p.m., will be subject to return to the ship.

No fire insurance will be effected by us in any case whatsoever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, June 9, 1909.

THE COMMERCIAL LAW OFFICE.
ING CHINESE.

With Special Reference to
PARTNERSHIP REGISTRATION
BANKRUPTCY LAWS
HONGKONG.

Reprinted from the (China Mail).
For Sale at the China Mail Office
at 5, Wyndham Street.
Hongkong, April 14, 1909.

THE COMMERCIAL LAW OFFICE.
ING CHINESE.

With Special Reference to
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BANKRUPTCY LAWS
HONGKONG.

Reprinted from the (China Mail).
For Sale at the China Mail Office
at 5, Wyndham Street.
Hongkong, April 14, 1909.

NOTICE

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Notwithstanding signed communications that have already appeared in other papers will be inserted.

Letters relating to business should be addressed to THE MANAGER.

Orders for extra copies of the 'China Mail' should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts, Credit 20 cts, per copy.

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to the Office, No. 5, Wyndham Street, not later than 11 a.m.

Alterations and additions to Advertisements on pages 1, 4 and 5 should be sent in not later than 1 p.m.

New Advertisements should be sent in before 5 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: 'Mail, Hongkong.' Telephone No. 25.

THE CHINA MAIL, LTD.

SAM-TSE-KING
THE TRI-METRIC CLASSIC.
Translated by E. J. EVEL, F.H.D.

To be had at the CHINA MAIL Office
Price 30 cents.

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (30 pp.).

Subscription, 'Daily' (Postage extra). Title 50 cts a year.

Weekly, including postage, 25 cts a year. Title 2, one insertion, 10 cts. 50 cts three times; Title 3, one insertion, 10 cts. 50 cts three times; Title 4, one insertion, 10 cts. 50 cts three times; Title 5, one insertion, 10 cts. 50 cts three times; Title 6, one insertion, 10 cts. 50 cts three times; Title 7, one insertion, 10 cts. 50 cts three times; Title 8, one insertion, 10 cts. 50 cts three times; Title 9, one insertion, 10 cts. 50 cts three times; Title 10, one insertion, 10 cts. 50 cts three times; Title 11, one insertion, 10 cts. 50 cts three times; Title 12, one insertion, 10 cts. 50 cts three times; Title 13, one insertion, 10 cts. 50 cts three times; Title 14, one insertion, 10 cts. 50 cts three times; Title 15, one insertion, 10 cts. 50 cts three times; Title 16, one insertion, 10 cts. 50 cts three times; Title 17

